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INFORMATION FROM

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REPORT CD NO.

50X1-HUM

COUNTRY **SUBJECT**

USSR

Economic; Technological - Automobile,

tractor industry

INFORMATION

DATE OF

DATE DIST.

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VHERE

UBLISHED

Monthly periodical

NO, OF PAGES

1950

DATE

UBLISHED UBLISHED

Aug 1950

Moscow

SUPPLEMENT TO

LANGUAGE

Russian

REPORT NO.

THIS IS UNEVALUATED INFORMATION

SCURCE

Avtomobil'naya i Traktornaya Promyshlennost', No 8, 1950.

DEFECTS PERSIST IN SOVIET CARS, MINISTRY HITS DIRECTORS

The output of automobiles, tractors, and other machinery is increasing monthly. Despite laboratory, shop, department and state testing, however, many defects are showing up in the actual operation of the vehicle.

The new DT-54 Diesel tractors successfully passed a number of tests before going into production, but in operation the crankshaft counterweights and the valves have sometimes broken down. The Moscow Plant for Low-Power Automobiles is continually working on improving the quality of its cars, but defects continue to turn up in the Moskvich. Consumers complain that some parts of the ZIS-150 truck get out of order quickly. Pistons burn out and connecting rods break on YaAZ Diesels under heavy service.

Many of the defects are due to technological mistakes, lax technical control, or simply inadequate technical discipline. The following illustrates poor technical discipline; the Moskvich has a variety of defects, but the number of these which recur is comparatively small.

The government has come out with several statements on the products put out by the Ministry of Automobile and Tractor Industry, including the Pobeda, the Moskvich, motorcycles and bicycles, and the KD-35 tractor. These statements have contained sharp appraisals of the failings of the machines, prescribed concrete measures for correction, and given serious warnings regarding the quality of parts.

Directors and chief engineers of plants must lead the fight for quality. They must not only respond to the complaints of purchasers, explain the reasons for the defects, and take measures to correct them, but must also study the machines in operation and see to their improvement.

The department of technical control in each plant has a key role in the struggle. Of first importance is improving the training, discipline and sense of responsibility of inspectors, from the chief inspector on down. Inspectors

- 1 -

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must be forbidden to approve parts which deviate in any way from the blueprints, or to make any decisions regarding allowances. The inspector must hold out the reject or stop production in the section when the reject has turned up. When inspectors and a forezanagetttogether and decide what deviations are permissible inferior output is unavoidable.

The director and chief engineers must keep taba: on technical discipline in every phase of production and severely punish any violations.

Designers should concentrate on lengthening service of parts and increasing reliability. We must keep after certain designers who tend to rest on their laurels once a machine has gone into mass production.

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